Battery Regeneration in Railways

1198. DR. ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 284 given in the Rajya Sabha on the 2nd August, 2002 and state:

(a) the reason why concerned Railways only propose procurement of batteries without enhancing life of used batteries by regeneration;

(b) the specific voltage/s, AH rating-wise application of batteries being used in various Railway departments including S&T, showing population and cost of each voltage application with annual cost incurred during 2001-2003;

(c) approximate cost of batteries for one set of A.C. Coaches; and

(d) compelling circumstances making RDSO to conduct life cycle test of battery at manufacturers premises instead of conducting at National Test Laboratory or other Government premises?

THE MINISTER OF STATE INTHE MINISTRY OF RAILWAYS (SHRI BASANGOUDA R. PATIL): (a) The regeneration of batteries on Railway system has not yet proved successful.

(b) In Railway network batteries of varying voltage and Ampere Hours (AH) capacities are used. About 42,000 sets of batteries are presently employed on the coaches, locomotives and the traction distribution installations. About 4 lakh batteries of varying AH capacities and voltage are being used in S&T installations. Average annual cost incurred on procurement of batteries during 2001-03 was approximately Rs. 95 crore.

(c) Approximate cost of batteries of one set of AC coach varies from Rs. 12,000/- to Rs. 7.4 lakh.

(d) Battery manufacturers were asked to develop adequate testing facilities to ensure consistent quality during each manufacturing cycle, which are utilized to conduct all specified tests.